This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Director, Charting and Geodetic Services (N/CG2), National Ocean Service, NOAA, Rockville, Maryland 20852.

14867

Formerly LS 524, 1st Ed., 1956

SOUNDINGS IN FEET

Nautical Chart Catalog No. 4 Panel C

14867

S A G I N A W

B A Y

ENTRANCE CHANNEL

BAY CITY

ZILWAUKEE

CARROLLTON

KAWKAWLIN RIVER

BAY CITY STATE PARK

Channel Island

Gull Island

BEING FILLED

GROUND

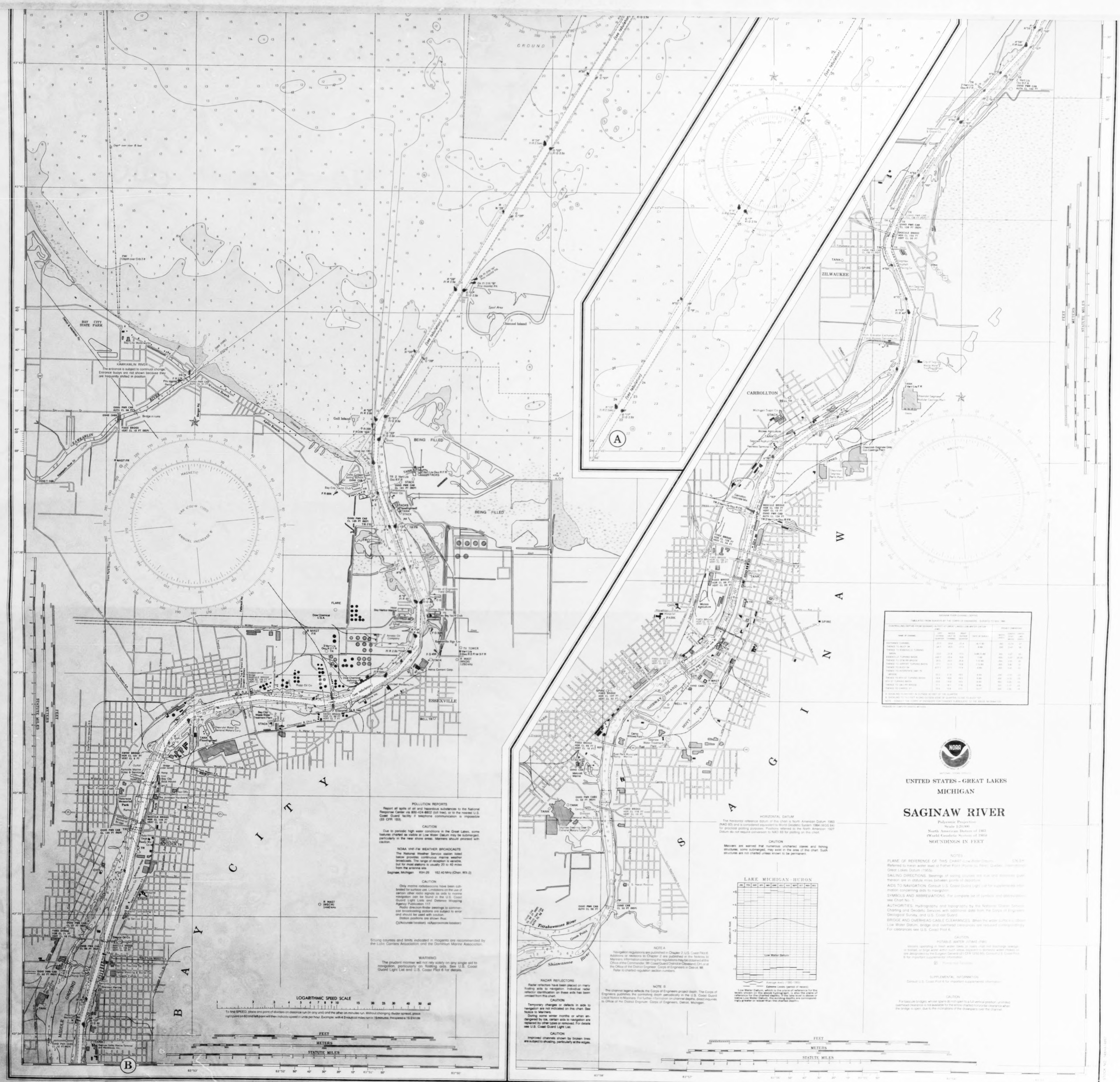
DUMPING

MAGNETIC

FEET

METERS

STATUTE MILES


BAY CITY STATE PARK
KAWKAWLIN RIVER
The entrance is subject to continual change. Entrance buoys are not shown because they are frequently shifted in position.
BAY CITY
ESSEXVILLE
ZILWAUKEE
CARROLLTON
Gull Island
Spoil Area
Diamond Island
BEING FILLED
Tittabawassee River
Shiawassee River
Green Point
MAGNETIC
ANNUAL INCREASE 6'
LOGARITHMIC SPEED SCALE
To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots
FEET
METERS
STATUTE MILES
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.
NOAA VHF-FM WEATHER BROADCASTS
The National Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.
Saginaw, Michigan KIH-29 162.40 MHz (Chan. WX-2)
CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and Defense Mapping Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate location)
Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Dominion Marine Association.
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on the chart. See Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.
CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.
NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, OH, or at the Office of the District Engineer, Corps of Engineers in Detroit, MI. Refer to charted regulation section numbers.
NOTE B
The charted legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to Office of the District Engineer, Corps of Engineers, Detroit, Michigan.
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and is considered equivalent to World Geodetic System 1984 (WGS 84) for practical plotting purposes. Positions referred to the North American 1927 Datum do not require conversion to NAD 83 for plotting on this chart.
CAUTION
Mariners are warned that numerous uncharted cables and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.
LAKE MICHIGAN - HURON
Low Water Datum
Average levels (1860–1965)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the actual depths are correspondingly greater or lesser than the charted depths.
Extreme Levels (period of record)
SAGINAW RIVER (CHANNEL DEPTH)
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - SURVEYED TO NOV. 1990
CONTROLLING DEPTHS (FEET)
UNITED STATES - GREAT LAKES
MICHIGAN
SAGINAW RIVER
Polyconic Projection
Scale 1:20,000
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FEET
NOTES
PLANE OF REFERENCE OF THIS CHART (Low Water Datum, 1979.5): 576.5 ft
Referred to mean water level at Father Point, Rimouski, Quebec, International Great Lakes Datum (1985).
SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.
AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.
SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.
AUTHORITIES. Hydrography and topography by the National Ocean Service, Charting and Geodetic Services, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.
BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.
CAUTION
POTABLE WATER (STATE LAW)
Vessels operating in fresh water lakes or rivers must not discharge sewage, sewage sludge, or refuse within such areas adjacent to designated water intakes that are designated by the Surgeon General (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 6 for important supplemental information.
CAUTION
For bascule bridges, which are spans in the open to full vertical position, unlimited overhead clearance is not available for the entire charted navigable channel when the bridge is open, due to the inclinations of the bowlegers over the channel.
NOAA
UNITED STATES - GREAT LAKES
MICHIGAN
SAGINAW RIVER
Polyconic Projection
Scale 1:20,000
North American Datum of 1983
(World Geodetic System of 1984)
SOUNDINGS IN FEET
FEET
METERS
STATUTE MILES
SOUNDINGS IN FEET

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14867
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CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the Defense Mapping Agency Hydrographic/Topographic Center and the Local Notice to Mariners, issued periodically by each U.S. Coast Guard district to the date shown in the lower left-hand corner.

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U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

(Saginaw River)
SOUNDINGS IN FEET SCALE 1:20,000